

# Central Florida Commuter Rail Transit – Initial Operating Segment

## Orlando, Florida

### Final Design

(Based upon information received by FTA in November 2010)

Summary Description	
<b>Proposed Project:</b>	Commuter Rail 32 Miles, 12 Stations
<b>Total Capital Cost (\$YOE):</b>	\$357.27 Million (includes \$0.8 million in finance charges)
<b>Section 5309 New Starts Share (\$YOE):</b>	\$178.64 Million (50.0%)
<b>Annual Forecast Year Operating Cost:</b>	\$42.07 Million
<b>Ridership Forecast (2030):</b>	7,400 Average Weekday Boardings 3,700 Daily New Riders
<b>Opening Year Ridership Forecast (2013):</b>	4,300 Average Weekday Boardings
<b>Overall Project Rating:</b>	Medium
<b>Project Justification Rating:</b>	Medium
<b>Local Financial Commitment Rating:</b>	Medium

**Project Description:** The Florida Department of Transportation (FDOT) is proposing to construct a new commuter rail system along the existing CSX “A” line Corridor from Volusia County through Seminole County, to Orange County and downtown Orlando. The Central Florida Commuter Rail Transit (CFCRT) project would operate entirely at-grade, sharing track with existing freight and Amtrak services. The project includes the purchase of seven locomotives and 14 passenger cars and construction of approximately 2,000 parking spaces. In the opening year, service would operate every 30 minutes in the peak period and every 120 minutes during the off-peak, with no weekend service. By the forecast year of 2030, service would operate every 15 minutes in the peak period and every 30 minutes during the off-peak, with service every 60 minutes in the evenings and every 120 minutes on weekends.

**Project Purpose:** The CFCRT runs parallel to Interstate 4 (I-4) and US 17-92, the region’s primary north-south travel routes and the location of much of the region’s population and employment. I-4 is scheduled for reconstruction, and the proposed project is intended to serve as a congestion mitigation measure, as well as more broadly provide a high capacity transit alternative to north-south travel in the corridor.

**Project Development History, Status and Next Steps:** FDOT completed an alternatives analysis on a 61-mile corridor in May 2004. An Environmental Assessment (EA) was prepared for the entire 61-mile corridor in May 2006, with a Finding of No Significant Impact (FONSI) signed by FTA in April 2007. A 54-mile, 15-station project Locally Preferred Alternative was approved into preliminary engineering (PE) in March 2007. A Supplemental EA was prepared to assess the potential impacts of several project scope changes and to include a general analysis of the environmental impacts of moving freight from the CSX “A” Line to the “S” Line. FTA approved and signed the Supplemental EA in May 2008, and an addendum to the FONSI was issued by FTA in July 2008. During PE, FDOT decided to pursue entry into final design for only the current 32-mile, 12-station project, which was approved into final design in August 2008. A second Supplemental EA was prepared to assess a change in vehicle technology from diesel multiple units to locomotives and passenger cars and to assess changes to several stations. FTA approved and signed the Supplemental EA in April 2010, and an addendum to the FONSI was issued in September 2010. FDOT is currently completing final design in preparation for a Full Funding Grant Agreement in mid-2011.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
<b>Federal:</b> Section 5309 New Starts	\$178.64	50.0%
<b>State:</b> Florida New Starts Transit Program State Transportation Trust Fund	\$89.32	25.0%
<b>Local:</b> Volusia County State Infrastructure Bank Loan	\$6.60	1.8%
Seminole County Sales Tax Funds	\$45.56	12.8%
City of Orlando State Infrastructure Bank Loan	\$13.47	3.8%
Orange County General Funds	\$23.68	6.6%
<b>Total:</b>	<b>\$357.27</b>	100.0%

**NOTE:** The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

**FL Orlando, Central Florida Commuter Rail Transit - Initial Operating Segment  
FY2012 Financial Assessment Summary prepared November 2010**

<b>Factor</b>	<b>Rating</b>	<b>Comments</b>
<b>Local Financial Commitment Rating</b>	<b>Medium</b>	
<b>Non-Section 5309 New Starts Share (20% of summary financial rating)</b>	<b>Medium</b>	The New Starts share of the project is 50.0 percent.
<b>Project Capital Financial Plan (50% of summary financial rating)</b>	<b>Medium-High</b>	
Capital Condition (25% of capital plan rating)	Medium-High	The Florida Department of Transportation (FDOT) does not have a bus fleet.  FDOT's General Obligation bonds are rated as follows: Standard & Poor's Corporation A+, Moody's Investor Service Aa2, and Fitch AA-.
Commitment of Funds (25% of capital plan rating)	High	All of the non-New Starts funding is committed or budgeted. The non-New Starts share will be covered by state transportation trust funds and funds from Volusia, Seminole, and Orange counties and the City of Orlando.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium	Assumptions in the capital plan are consistent with historical experience.  The current capital project cost estimate is considered reasonable.  The financial plan shows that FDOT has the financial capacity to cover cost increases or funding shortfalls up to 25 percent of estimated project costs.
<b>Project Operating Financial Plan (30% of summary financial rating)</b>	<b>Medium</b>	
Operating Condition (25% of operating plan rating)	Medium-High	FDOT's current ratio of assets to liabilities as reported for the State's Transportation Fund in its most recent audited financial statement was 1.7.
Commitment of Funds (25% of operating plan rating)	Medium-High	The majority of operating funding is committed. For the initial seven years of operation, FDOT will fund all operating subsidies through its Strategic Intermodal System program using revenues from the State Transportation Trust Fund. Thereafter, operating subsidies will be provided by Volusia, Seminole, and Orange counties and the City of Orlando.

O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium-Low	<p>The assumed growth in operating and maintenance expenses is comparable to historical rates for the region. Projected farebox recovery appears optimistic.</p> <p>The financial plan assumes a balanced operating budget each year, with no accrual of an operating surplus or reserve.</p>
---	------------	---

**Central Florida Commuter Rail Transit – Initial Operating Segment**  
**Orlando, Florida**  
**Final Design**  
**(Land Use and Economic Development Rating based upon Information accepted by FTA**  
**November 2008)**

<b>LAND USE RATING: <i>Medium</i></b> <sup>1</sup>
<b>Existing Land Use: Medium-Low</b> (One-third of Land Use Rating)
<p>The land use rating reflects the population and employment densities within ½ mile of proposed station areas:</p> <ul style="list-style-type: none"> <li>Population density within ½-mile of the station areas is approximately 2,130 persons per square mile. The project has approximately 78,700 jobs within ½-mile of the proposed stations. The project provides direct service to the central business district (CBD), which contains approximately 729,700 jobs.</li> <li>The stations in the City of Orlando and Winter Park can be considered destination stations, with significant levels of development within walking distance and a pedestrian-friendly character. Development levels within walking distance of the remaining suburban stations are low and land use is highly auto-oriented.</li> <li>Parking supplies in the corridor are high, even at stations within the City of Orlando, although parking rates at garages in downtown are high.</li> </ul>
<b>Transit-Supportive Plans and Policies: Medium</b> (One-third of Land Use Rating)
<ul style="list-style-type: none"> <li>The State of Florida Growth Management Act (SB 360) establishes growth management laws to ensure critical transportation infrastructure and services are in place to accommodate future urban growth and redevelopment. The act promotes regional planning through an incentive program and provides funding for transportation investments that support growth management.</li> <li>The City of Orlando's downtown redevelopment plan coordinates transportation and other public infrastructure improvements with private development, embodies "new urbanism" as a guiding principle, and emphasizes mixed land use, pedestrian connectivity, strong neighborhoods, and transit. The only other community along the corridor that has a specific development plan for the station area is Lake Mary, where a master plan has been developed for a small suburban town center. The comprehensive plans for several other corridor communities identify sections of the station areas for development at higher densities, with a varying degree of transit-supportive characteristics.</li> <li>Zoning in the downtown Orlando and Winter Park station areas requires higher development densities and transit-supportive character, including mixed uses and pedestrian-friendly design. Several other municipalities in the corridor have zoning provisions allowing reduced parking in activity centers or areas with high levels of transit service.</li> <li>Many efforts have been made to reach out to stakeholders. The project sponsor has coordinated station planning and design with major property and facility owners in station areas, including hospitals and utility companies.</li> </ul>
<b>Performance and Impacts of Policies: Medium</b> (One-third of Land Use Rating)
<ul style="list-style-type: none"> <li>Major redevelopment is occurring in downtown Orlando. Although they are subject to the policies incorporated in the downtown revitalization plan, many of the projects and proposals include substantial new parking supplies and thus are not strongly transit-supportive.</li> <li>Transit-supportive development at stations beyond Orlando and Winter Park has been minimal.</li> </ul>

<sup>1</sup> The revised weighting of the project justification criteria that took effect in July 2009 does not apply to this project. Per FTA's 2006 *Final Guidance on New Starts Policies and Procedures*, once a project has been approved into final design, the project is not subject to any changes in New Starts policy, guidance, and procedures. Thus, the two Economic Development factors are considered as part of the Land Use summary rating, as they were prior to July 2009, and Economic Development does not receive a separate rating.

# Central Florida Commuter Rail Transit - Initial Operating Segment

Orlando, Florida

